

the men on the South Side have been with the company over 20 years.

These receivers are the men who accept from the conductors the money they bring in at the end of their runs. There are 32 of them and they handle \$85,000 of the company's money daily. They have to make good any bad money they take in, when the men are handing it to them by the hatful.

LeBosky got Weatherwax to admit that the men today don't have to know as much as the men did years ago, when they had to work only three months to get the maximum wage, and now they have to work five years.

According to Weatherwax, his system includes trying to stifle any ambition on the part of the men to try to get jobs elsewhere and leave the company's service; and that the men are best for the company after they have abandoned any such ambition and have settled down in the belief that they will always work for the company.

He also said that the street railway service in Chicago was the most efficient in the country.

It was brought out that the office men get two weeks' vacation with pay yearly and are not docked when sick, while the union men get no vacation and are docked when sick.

Division Sup't Harrington of the Kedsie barns followed Weatherwax on the stand and testified that it took the men from 1½ to 20 minutes to turn in their money; they are allowed five minutes and are asking for ten.

Other division superintendents were to go on the stand this afternoon.

The only excuse Weatherwax offered for the North Side receivers getting from \$10 to \$15 more a month than the South Side receivers for the same work was that before unification the North Side men were known as paymasters, although the work was the same.

"Be good and you'll be president."

That, in effect, is what Len Busby and Wm. M. Weatherwax told the car men from the witness chair at the arbitration meeting yesterday.

Busby and Weatherwax painted in glorious words the history of their lives. They admitted that their lives had been great and held themselves up as a worthy standard from which all youth should copy.

Busby, just before he left the stand, had to admit that the wages paid on municipally-owned systems were higher than in Chicago. In San Francisco the maximum is 37½ cents and in Gary 35 cents. The company had omitted these cities from its table intended to show that Chicago car men were the best paid.

Weatherwax said concerning the work of the car men that it was easier than years ago. This statement was met by a rumble of disapproval from the galleries. He said the men were paid amply, in fact that the hours were too short, that the men were permitted to lay off too much and that the company was too good to its men.

Weatherwax said the working day should be increased to an average of 11 hours and that but few holidays should be granted, "to keep the men out of mischief."

LIQUOR LIFE TOLL HEAVY

Atlantic City, N. J., July 7. — The legalized liquor traffic is killing men at the rate of 2,000 a day, according to Rev. A. W. Leonard, D. D., pastor of First Methodist Episcopal church at Seattle, Wash. Addressing delegates to the Anti-Saloon League of America convention today he added that liquor death rate for world is 3,500,000 a year.

Youngstown, O.—Four Akron people, two of them women, "dropped in" here to visit friends. They came in prize-winning balloon, "Goodyear" making trip in 5 hours.